

When You Go To School "MILTONIA" TABLET

See That You Have a
It Is a 10 Cent Tablet For 5 Cents. For Sale at All Book Stores.

A subterranean river in the Philippines is navigable by small boats for two and half miles from its mouth, passing through several large, stalactite-hung caverns.

A motion picture camera that uses glass plates instead of films and also can be used to project pictures has been invented in European for amateurs.

MAMMOTH CAVE

\$12.15 FOR AN ALL-EXPENSE THREE DAYS TRIP FROM MAYSVILLE SEPTEMBER 27th
Railroad fare \$5.65. Board including routes in the cave for \$6.50. Tickets on sale for all morning trains at all way stations. See L. & N. Agent.



NO SHADOW OF REGRET
will ever bother you for commencing the use of gas in your house. In fact you will be gladder every day you use it for lighting, heating or cooking. Gas is so handy, so clean, so effective and so cheap. Better have us connect you and save the making of fires, the washing of lamps, chimneys and burners, and a lot of money beside.

MAYSVILLE NATURAL GAS SUPPLY COMPANY
New Oddfellow Building, Sutton Street.
Telephone 59. H. O. WOOD, Manager.
Gas Supplies, Stoves and Ranges.
Plumbing and Gas Fitting.

\$350 Studebaker

5-passenger Touring Car; has just been painted and overhauled; looks and runs like brand new car.

\$150 Overland

5-passenger Touring Car, in good shape every way.

Let Us Demonstrate These Cars To You To Your Own Satisfaction.

KIRK BROS.

It's Too Damned Hot to Write an Ad.

C. F. McNAMARA,

"Maker of Clothes That Repeat"

6½ West Front Street

Phone 337

Belle of Maysville

Although forced to seek another field for business, is still produced in Maysville. The choice of Maysville people, and is for Maysville every time. Constantly increasing sales show its popularity. Have YOU tried it? Get busy and send that order.

\$3, \$4 and \$6 Per Gallon

Sold only by

O. H. P. Thomas & Co.

110 East Ninth Street, Newport, Ky.

P. O. Box 215.

Phone South 4573.

AS GOOD AS NEW



We Restore

and though the stains may be as scarlet they'll be made as white as snow. Our up-to-date process of dry cleaning surely does the trick without a flick or a lingering mark. The finest fabrics, the most elaborate gowns, and the most delicate trimmings are safe in our hands.

MRS. CARRIE BREEZE
22 East Second Street. Phone 624.

EXPANSION

Of Railroad Lines in South America To Aid United States Trade-Systems Were Built By British Capital Although Uncle Sam's Engineers Drew Up Plans

New York, September 9.—Presumably the organization recently perfected one of whose purposes is to facilitate the development of American commerce with foreign countries, and also to give financial assistance to other countries, will aid in the construction of expansion of certain South American railroad systems. For it is the belief of those who are familiar with conditions in South America that nothing can serve better for commercial concord between the United States and South America than railroad construction, excepting possibly the Panama Canal. The canal itself will not attain its greatest tonnage until railroad facilities are much increased in South America.

There is one influence characteristic of all South America which will be sure to impress American capital with the advantage to be obtained from investment in South American railroads. There the public and the Government thoroughly support every measure taken to improve railroad facilities, and there has been none of the popular opposition to railroads which for some years was characteristic of the United States.

Huge Railroad Investments
This country little realizes the hugeness of South American railroad investments or the magnitude of foreign capital which has been utilized in the building of Latin-American railroads. Great Britain, for instance, could utilize her investments in Latin-American securities so as to finance all of her money necessities for the war, even though the war should be continued for two or three years. Various estimates of the amount of British investments in South and Central American securities have been made, none of them less than \$4,000,000,000, some of them putting the figure as high as \$5,000,000,000.

It was British money which enabled Argentina to complete her transcontinental system, although it was both British and American money which made it possible to complete that part of the transcontinental system which was in Chile. William R. Grace, J. P. Morgan and other American investors, in association with British capital, constructed the last link in the Chilean railroad that involved carrying the track over the Andes Mountains, and upon the eastern slope meeting the Argentine railway system on the boundary.

Studies Bolivian Lines
When Joseph P. Grace, who succeeded his father as head of the house of William R. Grace & Co., was in Bolivia a few years ago he made a careful study of the Bolivian railroad system, being especially interested in the contemplated extension of that system northerly to the boundaries of Peru. This road, he said, when constructed will become an important link in the contemplated intercontinental railroad system. This system was advocated years ago by Hinton Rowan Helper, of North Carolina, and he was for years alone in his advocacy of it. Now, gradually but surely, railroad systems are being extended southerly from the United States through Central America and northerly through Voliva and Peru. There is now no doubt that ultimately an intercontinental line will be constructed.

Presumably for some years after the close of the war the European nations will be so occupied in rebuilding their railroads and permanently financing their war debts that they will be unable to assist South America in railroad construction.

Would Tap Rich Oil Fields
One of the most important of the projected railroad lines in South America would, if constructed, have extended from the capital of Bolivia southeasterly, tapping a very rich oil field in Southeastern Bolivia and ultimately making connections with the national railroad systems of both Brazil and Argentina. This is the railroad project which Percival Farquhar was attempting to promote and would probably have promoted successfully had it not been for the disturbance of the European money markets occasioned by the Balkan war of four years ago.

It is a curious fact that while American engineers solved the extraordinarily difficult problem involved in the construction of railways, from Pacific ports over the Andes Mountains in Peru and in Chile nevertheless it was chiefly due to European capital that these railroads were constructed. How heavily Great Britain contributed to the construction of railroads in Argentina, in Brazil and in Chile is shown by recent authorities statistics, which report that two billion five hundred million of English money was

used in railroad construction in these three South American countries.

Lines Move Toward Panama
Gradually, but apparently surely, railroad construction is proceeding northerly toward the republic of Panama. Some of the engineering work has been very difficult, and yet no more so than were the problems which it was necessary for Sir William Van Horne to solve before he completed the Canadian Pacific Railroad.

Not until probably 10 or 15 years after the close of the European war will France or Germany be able to make capital investments of any importance in South America. With the exception of the national investment by France in the Panama Canal undertaking, all of the investments of the French people in South America have been profitable, and have contributed to the maintenance and increase of large trade between France and the South American nations.

Whenever Mexico maintains an orderly a Government as Cuba now does there will be inevitably large investments of American capital in Mexican railroad construction and improvement. For Mexico must depend upon the United States for some years for the money needed for railroad construction and improvements.

South America is as greatly in need of new railroad construction as are some parts of the United States, especially in the far West. And it will be one of the most important of the influences occasioned by the European war if it should happen that the capital needed for South American railroad expansion and construction is for the most part furnished by the United States. For it is inevitable that if American capital is utilized for this work there should follow greatly increased commerce between the United States and South American nations. Moreover, substantially all of the equipment needed for railroad construction will be bought in the United States.

LEWIS GUNS THE GAME

Washington, September 11.—When it was announced that Senator James Hamilton Lewis, of Illinois was going to answer Hughes in regard to the Mexican situation, the Democratic campaign committee made ready to flop his speech on the presses as soon as delivered, and to circulate a few hundred thousand copies of it. Mr. Lewis' speech was one of the severest shocks the Democratic campaign managers have experienced because of his declaration on the floor of the Senate that it had been the intention of President Wilson to recognize Villa in Mexico. While many people had believed this to be the case, there had been no public statement to that effect prior to the carefully prepared address delivered by the Senator from Illinois.

Since its recognition of Carranza, the Administration has been trying to live down its record of negotiations with the bandit chief, Villa, and the aid extended to him by lifting the embargo on arms and ammunition. But the admission now placed in the Congressional Record has revived interest in the miserable mismanagement of the Mexican affair which has resulted so disastrously, and has made permanent the evidence of Wilson's willingness to deal with that ex-convict, plunderer, highwayman and assassin, while the Democrats applaud the

WOMAN SO WEAK COULD NOT SLEEP

Made Well by Lydia E. Pinkham's Vegetable Compound.

North Oxford, Mass.—"I had lost three children and I was all run down, and so weak I could not sleep at night. My eyesight would leave me and everything I ate upset my stomach. I was very nervous and if I would start to sweep I would have to stop and lie down before I could finish. I was looking over the paper one day and read of a woman who felt as I did and took Lydia E. Pinkham's Vegetable Compound, so I took it too. Now I am proud to tell you I am feeling fine and have given birth to a boy baby. He is my 'Pinkham' baby. I keep a bottle of Compound in my house always."—Mrs. PETER MARCO, Box 54, North Oxford, Mass.

Sleeplessness, indigestion, weakness, and nervousness are symptoms which indicate a lowered vitality of the female organism, and the tonic, strengthening properties of the good old fashioned roots and herbs, contained in Lydia E. Pinkham's Vegetable Compound, are just what is needed by every woman who is in Mrs. Marco's condition. For free advice in regard to any annoying symptoms write to Lydia E. Pinkham, Medicine Co., (confidential), Lynn, Mass.

A MAYSVILLE INQUIRY

Answered By the State of a Maysville Resident.

When first the long series of reports of Maysville people who have been relieved by Doan's Kidney Pills were published in the local press, great enthusiasm and interest were aroused. But Maysville is now inquiring "How are these people keeping today? How has the benefit they received withstood the test of time?" For that, after all, is the essential test of a cure. On this point doubt can no longer exist, for after many years those who have been cured, emphatically declare their cures to be lasting.

Frederick Dresel, 1235 E. Second St., Maysville, says: "I was troubled with inflammation of the bladder and an annoyance from my kidneys. The passages of the kidney secretions were irregular and I had a severe pain across the small of my back, which interfered with my duties. I got Doan's Kidney Pills at Wood & Son's Drug Store and one box gave me prompt relief."

NO TROUBLE SINCE OVER THREE YEARS LATER. Mr. Dresel said: "I haven't had any kidney trouble since I used Doan's Kidney Pills." Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Dresel has twice publicly recommended. Foster-Milburn Co., Props., Buffalo, N. Y.

President's refusal to deal with Huerta.

Lewis declared that Wilson gave Villa "every encouragement that could be given without violation of our duty," and the Senator condemned Republican leaders for not supporting Wilson in his policy. Replying to Lewis, Senator Fall, of New Mexico, expressed the hope that Republican funds would be used for the purpose of disseminating the Lewis speech. The Wilson managers have thought better of their plan, and it is reported that not a single copy of the speech will be sent out with their consent. It will doubtless remain on the index expurgatorius of the Democracy.

Gurgling waters may be music to the poet, but the tune they play on the meter as they gurgle out of the hole in the bottom of the bathtub is too high-pitched to be appreciated.

The most sublime word in the English language is duty—when it is somebody else's we are speaking of.

How's This!
We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O. We, the undersigned, have known F. J. Cheney for the last 15 years and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by him.

NATIONAL BANK OF COMMERCE, Toledo, O. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75c per bottle. Sold by all Druggists. Take Hall's Family Pills for constipation.

FARMERS, TAKE NOTICE!

We have just received a supply of coal fresh from the mines and are prepared to deliver your coal right at your coal house, provided you live where we can go with a motor truck. We will haul your wheat to town for you and only charge you what it is actually worth. Yours for business,

ATLAS COAL CO.

MIDDLEMAN TRANSFER CO.
AUTO TRUCK FOR HEAVY OR LIGHT HAULING.

We specialize on large contracts. Office and barn East Front street. Office Phone 228. Home Phone 607.

JOHN W. PORTER
FUNERAL DIRECTOR

Office Phone 37. Home Phone 96. 17 East Second Street, Maysville, Ky.

This Confectionery

Is the sweetest spot in town—the most cheerful spot in town—the most popular spot in town.

Everybody comes here and everybody knows they can meet everybody else when they do come here.

They all like our Ice Cream, Ices, Soft Drinks, Cakes, Candies and other confections.

Headquarters for happiness. Sunshine for everybody. Cool breezes from our electric fans.

TRAXEL'S
"The House of Quality."

RAILROAD TIME TABLES

L. N. Louisville & Nashville
RAILROAD.

No. 11 departs 5:35 a. m., daily except Sunday.
No. 9 departs 1:00 p. m., daily except Sunday.
No. 19 departs 3:40 p. m., daily.
No. 10 arrives 9:50 a. m., daily except Sunday.
No. 13 arrives 2:05 p. m., daily.
No. 14 arrives 8:30 p. m., daily except Sunday.
No. 16 arrives 7:30 a. m., daily except Sunday.
No. 17 departs 7:50 a. m., daily except Sunday.

Sunday Only
No. 117 departs at 6 a. m.
No. 118 arrives at 11:25 p. m.
Schedule effective Sundays, May 28, subject to change without notice.
H. S. ELLIS, Agent.

Chesapeake & Ohio Ry.
Schedule subject to change without notice.

Schedule effective May 28th.

EAST BOUND—
No. 8, 9:41 a. m.
No. 6, 9:55 a. m.
No. 2, 1:40 p. m.
No. 16, 5:30 p. m.
No. 18, 8:00 p. m.
No. 4, 10:48 p. m.
WEST BOUND—
No. 19, 5:30 a. m.
No. 5, 6:15 a. m.
No. 1, 9:19 a. m.
No. 17, 9:30 a. m.
No. 3, 3:30 p. m.
No. 7, 4:33 p. m.
W. W. WIKOFF, Agent.

IF IT'S BROOKWOOD IT'S THE BEST COFFEE



One Pound Packages, One Pound Cans, Steel Cut.

Sold by all First Class Grocers.
E. R. WEBSTER CO.
Importers-Roasters

Buy Your Seed Rye and Timothy, Also Roofing

—AT—
J. C. EVERETT & CO.'S

Removal Notice

The Public Is Invited To Take Notice That the
Maysville Telephone Co.
Has Moved Its Exchange and Office To the Second Floor of the First National Bank Building.

J. J. LYNCH, Local Manager.

NEW PRICES AUGUST 1, 1916

The following prices for Ford cars will be effective on and after August 1st, 1916:

Chassis	\$325.00
Runabout	345.00
Touring Car	380.00
Coupelet	505.00
Town Car	595.00
Sedan	645.00

f. o. b. Detroit

These prices are positively guaranteed against any reduction before August 1st, 1917, but there is no guarantee against an advance in price at any time.

CENTRAL GARAGE COMPANY